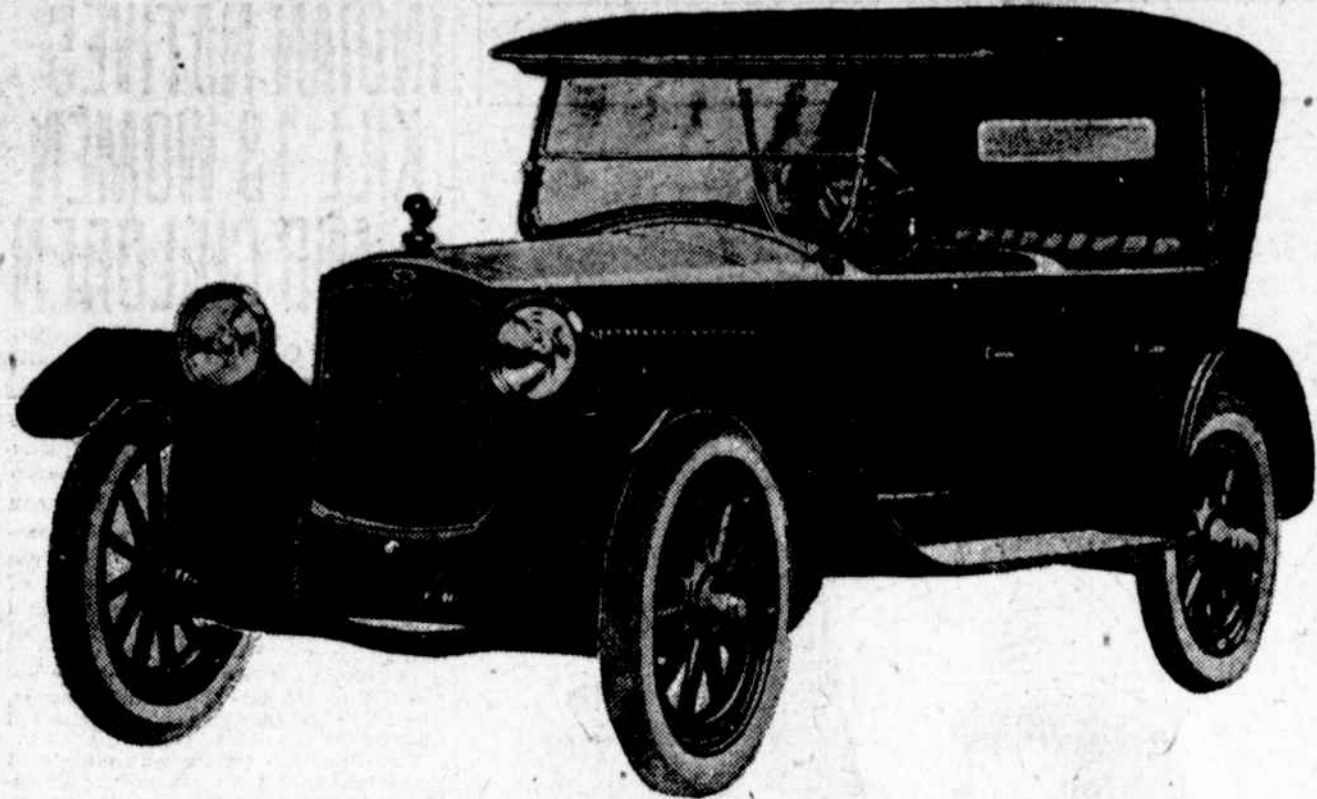


GRANT SIX REPRESENTED BY THE CALLAN MOTOR CAR COMPANY



The five-passenger touring model shown above is one of the attractive Grant Six cars being shown by the Callan Motor Car Company, recently appointed Grant distributors for this territory.

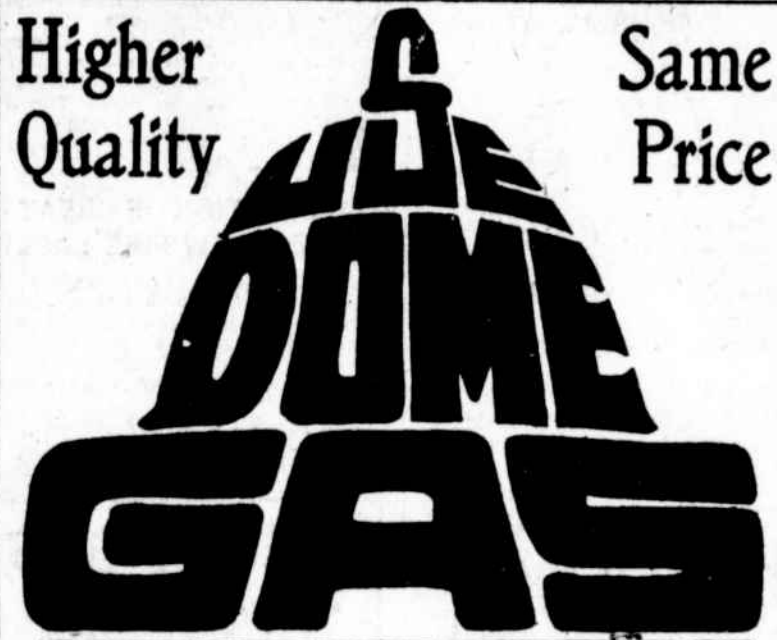
The models on display at the showroom at 1507 Fourteenth street are equipped with cord tires, Gabriel snubbers, Alemite lubrication, motorometer and other specialties which are standard equipment on the Grant Six.

How Auto Pays U. S. Costs.

The automobile already pays in Federal taxes alone (\$148,720,000) enough to cover the Federal Judiciary, Congressional and Executive expenses as well as the Department of Interior, Commerce, Treasury, Justice, Labor and Agriculture (\$138,282,000), plus the expenses of the Diplomatic and Consular Service (\$9,220,000).

Find 24 Buried Cars

Following the discovery of twenty-four automobiles in an abandoned and water-filled quarry, near Summit, Ill., the police of that vicinity are of the opinion that an organized band has been doing a large business in disposing of insured cars for their owners. The owners then proceed to collect their insurance.



An Improvement Without An Increase!

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No. 2—New York and New Jersey Avenue Northwest.
BOTH OPEN ALL NIGHT
Dealers Selling Dome Gas
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C. C. Callan, 149 D St. N. E.
"Route" Traylor, Mt. Pleasant and Lamont Sts.

DOMO OIL COMPANY
Takoma Park, D. C.

This Sale of USED CARS

Over a dozen used cars at prices that will astonish you. Never before have we been able to offer so many cars of standard makes in such good running condition. Extremely Liberal Terms to responsible parties. Open Sunday for your convenience—9 to 3.

—has demonstrated one thing very conclusively—that, when selecting a used car, **WHERE** you buy is fully as important as **WHAT** you buy.

Harper-Overland Co.
INCORPORATED

1128-30 Connecticut Avenue N. W.

Phone Franklin 4307

Open Sunday

Endurance First

By J. H. YEOMANS.

It has been necessary to take a census to determine what property of the present day motor car is strongest in influencing the buyer in his selection.

The National Automobile Chamber of Commerce has taken that census and reports that the two main properties demanded are, first, endurance and second, economy of upkeep and operation.

According to the returns from buyers of more than thirty different makes of cars in twenty States, 15 per cent considered endurance first in selecting their purchase, 14 per cent economy, 9½ per cent comfort, 9½ per cent price, 8 per cent appearance, 7½ per cent service, 7 per cent hill climbing, 6½ per cent flexibility, 6½ per cent endorsement of other motorists, 6 per cent specifications, 5 per cent speed, and 5 per cent appointments.

The fact that endurance is so strong a preference is no doubt due to the fact that materially more than one-half of the new cars sold go to rural sections where the automobile is used more than in cities as both a business and pleasure vehicle. Country roads tax the stamina of the strongest cars, and it isn't strange that rural motorists demand endurance above all other features.

In earlier times, appearance, speed and ability to climb hills were the features most demanded of the popular cars and even today are essential to the general success of a product of the automobile builders, but the farmers' demand for ability to stand up and go without big cost of operation has placed endurance and economy at the head of the list of preferences.

When the average motorist goes into detail in picturing his idea of an ideal automobile, he usually winds up in a maze of mechanical difficulties.

The other day the editor of a well-known technical journal gave his recipe, and as his view is somewhat odd, it is worth repeating. He believes in comfort. Easy riding, regardless of road conditions, would be his aim. At the same time he thinks that a speed of forty miles per hour is about right for the open country. Never faster and never slower. It is a well known fact that large wheels are easier riding than small ones, since the large ones do not sink so far into depressions. Therefore he would put forty-eight-inch tires on it. He would have a heavy, luxurious body because a heavy body would give better riding than a light one. But big wheels and a heavy body require power. So he would use a twelve-cylinder Liberty airplane engine developing 400 horsepower. With a car weighing 6,000 or 8,000 pounds complete, this engine would be ample to give the car good speed and hill-climbing ability. Beat that, if you can.

PLAN TO WIDEN AUTO ROADS IN PENNSYLVANIA

State Commission Surveying
Highways With View to
Improvements.

While no immediate construction activities will result, the State highway department of Pennsylvania for the last two years has been making a study of traffic conditions on thoroughfares leading to important municipalities of Pennsylvania and eventually steps will be taken to increase the width of the arteries leading into the larger cities of the State.

It is apparent that with the normal increase in the registration of motor vehicles the present width of highways will be entirely inadequate within a few years. At the instance of the State highway department the 1921 legislature gave consideration to this matter and enacted legislation which received the approval of the governor and which will give the State highway department power to extend the width of important

thoroughfares so that they will be adequate for the safety of road users. It is not the purpose of the State highway department immediately to widen these highways, but merely to make a survey of possible future traffic so that lines may be laid down for the guidance of individuals or others who are contemplating improvements along these routes. The proceeding is similar to that followed by municipalities which establish building lines along undeveloped streets.

Commissioner Sadler and the engineering forces of the department are looking ahead fifteen and twenty years to the traffic which will then be using the roads of Pennsylvania. The recent legislature gave the department authority to extend the width of highways to 120 feet.

HERE'S BRAND NEW WAY OF SELLING MOTOR CARS

A Japanese company has bought fifty-five Oaklands which have been sold to 11,000 Japs under a new and original co-operative plan. Each of the 11,000 stockholders pays \$10 and in return receives a one year's interest in an Oakland touring car.

The year has been divided into days and hours, and a specific time allotted for each stockholder to take a ride. For instance, a stockholder is notified that his time, will be from, say, every Thursday from 11 o'clock to 2.

The arrangement nets the firm \$2,000 for each car sold and gives the Jap the satisfaction of being a car owner for the modest sum of \$10.

BUSINESS BASIS FOR BUILDING OF HIGHWAYS URGED

A. R. Hirst Declares Road Construction Now World's Largest Public Enterprise.

A. R. Hirst, State highway engineer of Wisconsin, a member of the Lincoln Highway Association's Technical committee, in a recent address in Chicago pointed out that so many Americans do not now realize and that is that the American road building business now is the largest construction enterprise in the history of the world.

Hirst emphasized that American road building has become a vast and complicated business, requiring the aid of engineering talent and administrative ability. It is not a hit-or-miss proposition. It is not a form of enterprise in which guess work can play a part. It cannot remain a political football.

During the greatest five years of American railroad development—the years between 1879 and 1883 inclusive—there were built only 40,000 miles of railroad at an estimated cost of \$800,000,000. During the next five years the American States and their subdivisions, with Federal aid, will build a hundred thousand miles of road, costing at the very least \$2,000,000,000.

Properly, efficiently, and intelligently expending that much money is a business enterprise of the first magnitude, requiring a business organization of the very highest caliber, under the administration of the most experienced, highly trained men available. The hundreds of millions of dollars which our individual States will expend must, if they are to produce adequate results, be expended under a well-thought-out plan and under a continuity of policy and management.

Are our States building up such organizations under such men? Are those States which have achieved efficient, business-like highway organizations allowing those organizations to function, to remain intact and continue in the service of the State with increasing loyalty and efficiency? It is the unfortunate fact they are not.

As Mr. Hirst pointed out in his address, this is one of the most important matters now confronting the American public. We can, every one of us, well afford to give it serious thought, for the money being expended in such tremendous sums by our highway organizations comes out of our pockets. It takes a big business man of breadth of vision and administrative capacity to run a modern State highway department and efficiently expend fifty or sixty million dollars of the people's money. Any man will admit that big business men of such capacity cannot normally be secured for the public service in competition with private enterprise, for less than \$5,000 a year. Nor can they build up under their adequate organizations in competition with private business when the sums they are permitted to pay their assistants and heads of departments are by statute strictly limited. This is particularly so when the tenure of any man's active connection with a highway department depends not so much upon his training, his ability or his accomplishments, as upon his party.

Protest \$10 Charge.

According to the opinion of the American Automobile Association, the future taxation of \$10 per car on all automobiles, regardless of size, horsepower or original cost, as proposed by the Secretary of the Treasury, would be ruinous. The association has issued a protest against such taxation.

St. Joe Auto Club Antes Reward For Thieves

Determined to stop the stealing of cars from its members, the Automobile Club of St. Joseph, Missouri, has inaugurated a system of rewards which is both unique and effective, says the American Motorist. The club has raised \$2,500 and has placed \$500 in each of the five principal banks of the city, to be paid to the person or persons instrumental in bringing about the apprehension and conviction of the thief or thieves stealing automobiles belonging to members of the club. The person who apprehends the first thief would receive \$500 from the American National Bank of the second car would receive \$500 from the Burns National Bank, and so on. All cars belonging to club members are fully described in circulars sent out and posted in one hundred towns around St. Joseph. The description of each car is carried by a cipher word, so that a one-word telegram advises the law officers in each town of a full description of the stolen car.

UNCLE SAM CONVINCED AUTO NO LONGER LUXURY

After hammering away at the Government for years, the automobile industry has at last convinced the skeptics at Washington that the motor car is not a luxury. This concession is granted in the announcement of tax receipts.

Uncle Sam says his people spend about five billion a year for luxuries, chief of which is about a billion in theaters.

Then he has another list, including automobiles, cigars and tobacco, furs, musical instruments, etc., and he reports that we paid into the United States treasury during the past fiscal year the sum of \$100,000,000 for motor cars.

Farmers on Auto Tour.

Three hundred Michigan farmers and their families are touring Ohio, Pennsylvania, West Virginia and Indiana in a caravan of 200 automobiles. The trip is being made to study farm methods in other States.



**This New Oakland Six
Sport Model**
\$1265 Tax Paid

Other models of today's Oakland Six: Five-passenger open car, \$1,145; three-passenger Roadster, \$1,095; four-passenger Coupe, \$1,635, with cord tires; five-passenger Sedan, \$1,725, with cord tires. All prices f. o. b. Pontiac.

The car itself is always ready to prove the things we say of it. Call or phone for a demonstration today.

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